

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, January 29, 1922

at 12:05 A. M. "Pacific Time"

For the Government and Information of Employees Only, and not intended for the use of the public.
The Right is Reserved to vary from this Time Table at pleasure.

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

THIRD DIVISION

A. G. KAMM,
Superintendent, WALLA WALLA, WASHINGTON.

H. B. COBURN,
ASSISTANT SUPERINTENDENT, Walla Walla, Washington.

J. BECK,
CHIEF DISPATCHER, Walla Walla, Washington.

MILEAGE

FIRST DIVISION	Main Line	384.40		
	Branches		413.80	
	Total			798.20
SECOND DIVISION	Main Line	233.18		
	Branches		97.80	
	Total			330.98
THIRD DIVISION	Main Line	79.61		
	Branches		302.56	
	Total			382.17
FOURTH DIVISION	Main Line	104.03		
	Branches		426.14	
	Total			530.17
	Total Main Line	801.22		
	Total Branches		1 240.30	
	Total			2.041.52

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 12"	50
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

CONDENSED TIME TABLE

WESTWARD—Spokane and Umatilla—EASTWARD

SECOND CLASS					FIRST CLASS			Distance from Spokane	Time Table No. 16 January 29, 1922		Distance from Umatilla	FIRST CLASS			SECOND CLASS				
					255				STATIONS						256				
					Time Freight	5	11						Time Freight						
					Passenger	Passenger						Passenger	6						
					Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily					
					6.00 PM		9.15 PM	0.0	SPOKANE	184.5	7.15 AM		3.30 AM						
					1.30 AM		11.05 PM	104.1	AYER JUNCTION	80.4	3.45	4.10 AM	6.40 PM						
					6.00		12.55 AM	157.2	WALLULA	27.3	1.55	2.25 AM	2.10						
					8.00 AM		2.30 AM	184.5	UMATILLA	0.0	12.55 AM		12.01 PM						
					Arrive Daily		Arrive Daily		(184.5)		Leave Daily	Leave Daily	Leave Daily						
					(14.00) 13.2		(5.15) 35.1		Time		(6.20) 29.1	(1.45) 30.3	(15.29) 11.9						
						(1.50) 29.0			Average Speed per Hour										

WESTWARD—Spokane and Pendleton—EASTWARD

SECOND CLASS					FIRST CLASS			Distance from Spokane	Time Table No. 16 January 29, 1922		Distance from Pendleton	FIRST CLASS			SECOND CLASS				
					5	7	1		STATIONS										
					Passenger	Passenger	Passenger												
					Leave Daily	Leave Daily	Leave Daily												
					4.25 PM	7.05 AM		0.0	SPOKANE	251.8	11.15 AM	6.45 PM							
					6.30	8.50 AM		49.3	TEKOA	202.5	8.55	4.50							
					10.25	12.15 PM		148.0	RIPARIA	103.8	5.05	12.45							
					10.37	12.25		153.1	GRANGE CITY JUNCTION	93.7	4.40	12.25							
					11.05 PM			165.7	AYER JUNCTION		4.10 AM								
						12.35 12.55		156.9	STARBUCK	94.9		12.10 PM 11.50 AM							
						2.55	7.00 AM	205.1	WALLA WALLA	46.7		9.45 AM	7.00 PM						
						4.55 PM	9.00 AM	251.8	PENDLETON	0.0		8.00 AM	5.10 PM						
					Arrive Daily	Arrive Daily	Arrive Daily		(251.8)		Leave Daily	Leave Daily	Leave Daily						
					(6.40) 24.9	(9.50) 25.6	(2.00) 23.4		Time		(7.05) 23.4	(10.45) 23.4	(1.50) 25.5						
									Average Speed per Hour										

WESTWARD—TENTH SUB-DIVISION—Grange City Junction and Umatilla—EASTWARD

Length of passing tracks in feet and location of seats, water, fuel, telephone and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Spokane	Time Table No. 16 January 29, 1922	Distance from Umatilla	FIRST CLASS		SECOND CLASS							
	255					11	5	STATIONS				12	6	256							
	Time Freight					Passenger	Passenger					Passenger	Passenger	Passenger	Time Freight						
	Leave Daily					Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily								
604 YP								10.37 PM	153.1	R	GRANGE CITY JUNCTION	93.0		4.40 AM							
2054									153.7		GRANGE CITY	92.4									
2747								f 10.55	162.6		AYER	83.5	f	4.18							
2823 WFYP						1.30 AM	12.10 AM	s 11.05	104.1	DN-R	AYER JUNCTION	80.4	s	3.45 AM	s	4.10			6.40 PM		
2689						1.55	12.20	f 11.22	110.3		RUXBY	74.2	f	3.30	f	3.54			6.10		
2614						2.25	12.30	f 11.37	117.8		SCOTT	66.7	f	3.17	f	3.41			5.35		
2717						3.02	12.42	11.53 PM	126.6		SIMMONS	57.9	3.02	3.26				4.55			
2707 WP						3.55	12.53	f 12.07 AM	134.3	DN	PAGE	50.2	f	2.48	f	3.13			4.20		
2719						4.30	1.03	f 12.21	141.8		ASH	42.7	f	2.35	f	3.01			3.40		
3700						4.50	1.11	f 12.32	147.8		HUMORIST	36.7	f	2.25	f	2.50			3.10		
770 YP						5.10	1.20	f 12.45	154.6		ATTALIA	29.9	f	2.07	f	2.35			2.30		
									154.7		N. P. CROSSING	29.8									
									155.3		N. P. CROSSING	29.2									
2272 WFYP						6.00	1.30 1.45	12.55 AM	157.2	DN-R	WALLULA	27.3	f	1.55 1.45	f	2.25 AM			2.10		
3700						6.30	1.58		164.9		JUNIPER	19.6	f	1.30				1.20			
2571						6.50	2.06		171.0		SAND	13.5	f	1.20				1.00			
3700						7.20	2.16		176.9		RIVERVIEW	7.6	f	1.10				12.35			
WFTY						8.00 AM	2.30 AM		184.5	DN-R	UMATILLA	0.0	f	12.55 AM				12.01 PM			
						Arrive Daily	Arrive Daily	Arrive Daily			(93.0)		Leave Daily	Leave Daily	Leave Daily			Leave Daily			
						6.00 12.4	(2.20) 34.5	(2.18) 28.5			Time	(2.50) 28.4	(2.15) 29.2	(6.39) 12.1							
										Average Speed per Hour											

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—RIPARIA-PENDLETON SUB-DIVISION—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS				Distance from Spokane	Time Table No. 16 January 29, 1922	Distance from Pendleton	FIRST CLASS				SECOND CLASS				
		65	73	51		5	7				61	1	6	8	62	2	66	52	74
		Mixed	Mixed	Mixed	Passenger	Passenger	Motor				Passenger	Passenger	Passenger	Passenger	Motor	Passenger	Mixed	Mixed	Mixed
	Leave Daily Ex. Sun.	Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Mon. Wed. & Fri.			
1963 WP			1.10PM		10.25PM	12.15PM			DN-R RIPARIA Ax	103.8	5.00AM	12.40PM				11.40AM			
604 YP			f 1.25		10.37PM	f 12.25			R GRANGE CITY JCT. 3.8	98.7	4.40AM	f 12.25				f 11.25			
840 WFTY			1.40PM			12.35 12.55			DN-R STARBUCK Sa	94.9		12.10PM 11.50AM				11.10AM			
1170									RELIEF 5.7	89.4		11.35							
1418						f 1.25			ALTO 7.6	83.7		f 11.20							
1075						f 1.40			MENOKEN 4.1	76.1		f 11.00							
1374 WTP		5.10PM				s 1.55	10.50AM		R BOLLES 4.7	72.0	s 10.50	6.10PM		10.20AM					
1357		s 5.55				s 2.05	s 11.00		D PRESCOTT Sy	67.3	s 10.35	s 5.55		s 9.50					
600		f 6.15					2.14	f 11.15	ENNIS 1.1	61.5	10.21	f 5.40		f 9.10					
545		f						f 11.18	BERRYMAN 3.3	60.4		f 5.37		f					
47		f 6.25					2.22	f 11.27	HADLEY 2.9	57.1	10.12	f 5.28		f 8.50					
1112		f 6.35						f 11.35	VALLEY GROVE 1.6	54.2		f 5.20		f 8.40					
673		f					2.30	f 11.39	RUSSELL 4.8	52.6	10.03	f 5.15		f 8.35					
									N. P. CROSSING 1.1	47.8									
OWFTYP		7.00PM		10.10AM		2.50 2.55	11.55AM	7.00AM	DN-R WALLA WALLA Dispr. Dx Bu 4.4	46.7	9.50 9.45	5.00PM	7.00PM	8.15AM	2.00PM				
619				f				f	STATE LINE 1.9	42.3	9.35		f 6.47	f					
1290				f			3.05	f	SPOFFARD 3.7	40.4			f	f					
1157 W				s 10.45			s 3.15	s 7.18	D MILTON (W.W.V. Ry. Crossing) Co 3.7	36.7	s 9.25		s 6.35	s 1.15					
626				f				f	BARRETT 2.2	33.0			f	f					
757				f 11.15			3.27	f 7.30	BADE 3.6	30.8	f 9.09		f 6.17	f 12.50					
2650				f 11.35			3.37	f 7.40	BLUE MOUNTAIN 3.2	27.2	f 9.01		f 6.09	f 12.35					
1082				f 11.55AM			3.47	f 7.49	DOWNING 2.5	24.0	f 8.54		f 6.02	f 12.20					
1250				s 12.10PM			s 3.55	s 7.55	D WESTON W 3.7	21.5	s 8.48		s 5.56	s 12.10PM					
1032 W				s 12.30			s 4.05	s 8.04	ATHENA Cn 4.5	17.8	s 8.40		s 5.48	s 11.45AM					
1832				s 12.55			s 4.15	s 8.16	D ADAMS Md 2.8	13.3	s 8.30		s 5.38	s 11.00					
870				f 1.15			4.21	f 8.24	BLAKELEY 2.9	10.5	f 8.24		f 5.32	f 11.50					
662				f 1.35			4.27	f 8.33	HAVANA 3.0	7.6	f 8.18		f 5.27	f 10.40					
1400				f 2.00			4.33	f 8.43	SAXE 4.6	4.6	8.12		f 5.21	f 10.30					
OWFTY				2.30PM			4.55PM	9.00AM	DN-R PENDLETON Fd	0.0	8.00AM		5.10PM	10.15AM					
		Arrive Daily Ex. Sun.	Arrive Tues. Thur. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	(103.8)		Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.				

(1.50)	(0.30)	(4.20)	(0.12)	(4.40)	(1.05)	(2.00)	..... Time	(0.20)	(4.40)	(1.10)	(1.50)	(2.05)	(3.45)	(0.30)
13.8	17.8	10.8	25.5	22.2	23.3	23.4	..... Average Speed per Hour	15.3	22.2	21.7	25.5	12.1	12.5	17.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No. 8 has right over No. 61, Walla Walla to Bolles.

WESTWARD—Yakima Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS						Distance from Attalia	FIRST CLASS						SECOND CLASS					
	157	159	57	135	141	41	143	131	31		Time Table No. 16 JANUARY 29, 1922	STATIONS	134	42	142	144	32	132	58	156	56	158
	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight
Leave Daily Ex. Mon.	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily Ex. Sun.		
2272 WFYP			4.00AM			11.10AM				2.6	DN-R WALLULA 2.6	100.7		1.10PM				3.40PM		5.15AM		
1470 YP			4.20			11.18				0.0	ATTALIA 3.4	98.1		1.00				3.20		5.00		
520			4.30			11.25				3.4	TWO RIVERS 2.6	94.7		12.50				3.10		4.50		
2694 P			4.40			11.33				7.0	R VILLARD	91.1		12.40				3.00		4.40		

BETWEEN VILLARD AND KENNEWICK TRAINS WILL BE GOVERNED BY TIME TABLE AND RULES AND REGULATIONS OF NORTHERN PACIFIC AND S. P. AND S. RY.

Train No.	Day	Class	Time	Distance from Attalia	Station	Distance from Yakima	Time	Class	Time	Distance from Attalia	Station	Distance from Yakima	Time	Class	Time	Distance from Attalia	Station	Distance from Yakima	Time	Class	Time
3552 W	YWP	Freight	6.00	13.2	D-R KENNEWICK	84.9	12.10PM	Freight	1.00					Freight	3.30						
2489 E		Freight	6.30	20.7	LESLIE	77.4	11.50AM	Freight	12.35					Freight	3.00						
2728		Freight	6.50	26.4	LEDBEDER	71.7	11.34	Freight	12.01PM					Freight	2.45						
2695		Freight	7.10	28.1	GROSSCUP	70.0	11.22	Freight						Freight							
517		Freight	7.30	31.4	ACTON	66.7	11.18	Freight						Freight							
2696		Freight	7.40	36.5	BENTON CITY	61.6	11.12	Freight	11.35AM					Freight	2.30						
2179 WP		Freight	7.40	39.3	CORRAL	58.8	11.02	Freight	11.02					Freight	2.10						
300		Freight	8.00	43.1	GLEN	55.0	10.56	Freight						Freight	1.55						
2708		Freight	8.20	48.3	BIGGAM	49.8	10.49	Freight	10.20					Freight	1.45						
623		Freight	8.35	50.9	NORTH PROSSER	47.2	10.39	Freight						Freight	1.32						
2296		Freight	9.20	57.9	GRANDVIEW	40.2	10.34	Freight	9.50					Freight	1.25						
2625 WFP		Freight	8.23PM	63.8	MIDVALE	34.3	10.20	Freight	9.20				9.00PM	Freight	1.00						
1872 YP		Freight	8.32PM	66.6	SUNNYSIDE	37.1	10.03AM	Freight	10.35AM					Freight	10.35AM						9.00AM
1500 P		Freight	10.03	63.8	MIDVALE	34.3	9.53AM	Freight	8.33PM					Freight	10.25AM						8.50AM
1872 YP		Freight	10.13AM	67.5	EMERALD	30.6	9.43	Freight	9.00					Freight	12.05AM						
2675		Freight	10.50	73.5	GRANGER	24.6	9.35	Freight	8.13					Freight	11.50PM						
2723 WP		Freight	11.15	78.5	BOONE	21.9	9.21	Freight	7.40					Freight	11.25						
1000		Freight	11.22	80.2	CUTLER	17.9	9.14	Freight						Freight	11.10						
1824 P		Freight	11.35	81.5	BUENA	16.6	9.08	Freight	7.15					Freight	11.00						
400		Freight	11.45	84.5	SAWYER	13.6	9.02	Freight						Freight							
2028 P		Freight	11.55AM	86.7	DONALD	11.4	8.59	Freight	6.55					Freight	10.30						
1000		Freight	12.10PM	90.0	N. P. CROSSING	8.1	8.45	Freight	6.41					Freight	10.10						
1640 P		Freight	12.25	90.7	PARKER	7.4	8.35	Freight	6.35					Freight	10.00						
1600		Freight	12.40	91.3	N. P. CROSSING	6.8	8.26	Freight	6.25					Freight	9.40						
2046		Freight	12.55PM	95.0	UNION GAP	3.1	8.26	Freight	6.10					Freight	9.15						
OWFTYP		Freight		98.1	YAKIMA	0.0	8.20AM	Freight	6.00AM					Freight	9.00PM						

(0.10)	(0.10)	(8.55)	(0.09)	(0.09)	(4.40)	(0.09)	(0.09)	(2.00)	Time	(0.10)	(4.50)	(0.10)	(0.10)	(2.00)	(0.10)	(9.40)	(0.10)	(8.15)	(0.10)
16.8	16.8	11.3	18.7	18.7	21.5	18.7	18.7	20.1	Average Speed per Hour	16.8	20.8	16.8	16.8	20.1	16.8	10.4	16.8	11.5	16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—Wallula Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS		Distance from Wallula	Time Table No. 16 January 29, 1922			Distance from Wallula	FIRST CLASS		SECOND CLASS	
	53	45	41	STATIONS	31.0		46	42	54		1767 WT	105	106	
	Freight	Passenger	Passenger				Passenger	Passenger	Passenger					Freight	Mixed
	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily						
OWFTYP	10.30AM	11.00PM	9.55AM	0.0	DN-R WALLA WALLA ^{2.2} Dispr. Dx Bu	4.10AM	2.30PM	5.30PM						
948	10.40	f11.05	f10.00	2.2	FINCH (W.W.V. Ry. Crossing) ^{4.6}	f 4.00	f 2.20	5.10						
618	10.55	f11.16	f10.10	6.8	WHITMAN ^{4.7}	f 3.45	f 2.08	4.50	1326	f10.14	5.5			
686	11.10	s11.27	s10.20	11.5	LOWDEN ^{4.4}	s 3.32	s 1.56	4.30	192	f10.33	10.9			
1509 WP	11.45AM	s11.38	s10.30	15.9	D TOUCHET ^{4.9} Ch	s 3.20	s 1.45	4.10	1009 W	f10.47	15.3			
250	12.10PM	f11.49	f10.40	20.8	DIVIDE ^{2.6}	f 3.07	f 1.33	3.45	508	f10.57	18.5			
730	12.20	f11.55PM	f10.45	23.4	REESE ^{7.6}	f 3.00	f 1.27	3.30	1009	f11.10	22.1			
2272 WFYP	1.00PM	12.15AM	11.10AM	31.0	DN-R WALLULA ^(31.0) Jn	2.40AM	1.10PM	3.00PM	WYFT	11.45AM	29.9			
	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily		Arrive Daily				
	(2.30) 12.4	(1.15) 24.8	(1.15) 24.8		Time	(1.30) 20.7	(1.20) 23.3	(2.30) 12.4		(1.45) 17.1				
	Average Speed per Hour					Average Speed per Hour				Average Speed per Hour				

WESTWARD—Pomeroy Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			Distance from Pomeroy	Time Table No. 16 January 29, 1922			Distance from Starbuck	SECOND CLASS	
	105	106	106		STATIONS	29.9	3.00PM			
	Mixed	Mixed	Mixed							
	Leave Daily	Leave Daily	Leave Daily							
	10.00AM	1.0		D-R POMEROY ^{1.0} Py	29.9	3.00PM				
	f10.14	5.5		ZUMWALT ^{4.5}	24.4	f 2.40				
	f10.33	10.9		HOUSER ^{5.4}	19.0	f 2.20				
	f10.47	15.3		CHARD ^{4.4}	14.6	f 2.00				
	f10.57	18.5		JACKSON ^{3.2}	11.4	f 1.45				
	f11.10	22.1		DELANEY ^{3.6}	7.8	f 1.30				
	11.45AM	29.9		DN-R STARBUCK ^{7.8} Sa	0.0	1.00PM				
	Arrive Daily			(29.9)		Leave Daily				
	(1.45) 17.1			Time	(2.00) 15.0					
	Average Speed per Hour					Average Speed per Hour				

WESTWARD—Dayton Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Turner	Time Table No. 16 January 29, 1922			Distance from Bolles	FIRST CLASS		SECOND CLASS	
	67	65	63	61		STATIONS	64	62		70	66	68	
	Mixed	Mixed	Passenger	Motor									Passenger	Motor	Motor	Mixed	Mixed
	Arrive Wed Only	Leave Daily Ex. Sun.	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sun. Only	Arrive Daily Ex. Sun.	Arrive Wed Only			
1502 T	3.30PM				0.0					3.30PM			
1305					2.2								
1415					5.6								
1355 WT	4.20PM	4.20PM	1.00PM	10.00AM	11.9	D-R DAYTON ^{3.4} Da	2.40PM	6.50PM	11.40AM	11.55AM	2.40PM		
752		f 4.30	f 1.10	f10.10	15.3	LONG ^{0.9}	f 2.30	f 6.39	f11.30	f11.35			
					16.2	N. P. CROSSING ^{2.7}							
969		s 4.42	s 1.20	s10.20	18.9	HUNTSVILLE ^{2.5}	s 2.20	s 6.28	s11.20	s11.20			
1254		s 4.55	s 1.30	s10.30	21.4	D WAITSBURG ^{3.5} Bg	s 2.10	s 6.20	s11.10	s11.05			
WTP		5.10PM	1.40PM	10.40AM	24.9	R BOLLES ^(24.9)	2.00PM	6.10PM	11.00AM	10.50AM			
	Arrive Wed Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily Ex. Sun.	Leave Sun. Only	Leave Daily Ex. Sun.	Leave Wed Only			
	(0.50) 14.3	(0.50) 15.6	(0.40) 19.5	(0.40) 19.5	Time	(0.40) 19.5	(0.40) 19.5	(0.40) 19.5	(1.05) 12.0	(0.50) 14.3			
	Average Speed per Hour					Average Speed per Hour							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

No. 66 has right over No. 63, Bolles to Dayton.

No. 68 has right over No. 67, Dayton to Turner.

THIRD DIVISION

SPECIAL RULES

PASSENGER TRAINS

1. Nos. 1 and 2 will stop on flag at Langdon.
Nos. 5 and 6 will stop on flag at Magallon, Mathew, Walker and Sheffler.
No. 11 will stop to let off passengers from points north or east of Spokane.
Nos. 31 and 32 will stop on flag at Mellis, Dunbro, Flint, Pana, Dalton, Morris, Waneta and Forsell.
Nos. 41 and 42 will stop on flag at Boone for passengers to and from points east of Grandview only.
Nos. 41 and 42 will stop on flag at Mellis, Dunbro, Flint, Dalton, Baird, Morris, Waneta, Forsell, Schultz, McDougal, and Reavis.
No. 65 will stop on flag at Dumas.

FREIGHT TRAINS

- Nos. 255 and 256 will carry passengers between Wallula and Umatilla.
Passengers will not be carried on other freight trains, except persons in charge of special freight, employes with annual passes or employes on trip passes when travelling on company business between stations at which trains stop. See Rule 720.
2. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions within yards at Umatilla, Wallula-Attalia, Ayer Junction, Riparia, Starbuck, Walla Walla, Pendleton, Kennewick, Zillah, Yakima and Dayton. Under control means be able to stop within the distance track is seen to be clear.
Protection at other Stations. Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station. Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.
Yard limits at Wallula extend through and include Attalia.
 3. All trains will obtain clearance at Wallula, Ayer Junction, Starbuck, Walla Walla and Kennewick. Unnecessary to whistle for train order signal at these stations.
On branch lines train order signal lights will not be kept burning after passage of regular trains for the day. Trains are not required to obtain clearance cards at Midvale, Bolles and Turner, and at Riparia, Ayer Jct., Dayton, Pomeroy, Kennewick and Sunnyside when offices are closed.
 4. White flag or indicator board displayed at a blind siding will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
 5. Trains (except passenger) consisting of more than twenty-five cars will cut off engine to take water or fuel, and will also cut off way cars before spotting.
 6. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
 7. Train registers will not be used as a means of identifying extra trains
 8. Helper engines on passenger trains will be coupled ahead of regular engine.
 9. Movement of trains over the Yakima River Bridge, one mile east of Parker, which is used jointly with Nor. Pac. Ry., is controlled by automatic block signals. Trains will run under control over this track. See Rule 509.
 10. **Joint Operation, Zillah.** All tracks of O-W. R. R. & N. Lines and N. P. Ry. within yard limits of Zillah are used jointly by both companies for switching purposes. All trains using joint N. P. tracks will be governed by O-W. R. & N. Rule 93.
 11. Engines heavier than 150,000 pounds on drivers will not be double-headed over Snake River Bridge at Riparia, over Yakima River Bridge at Benton City, or over Yakima River Bridge between Parker and Donald.
Yakima River Bridge between Parker and Donald.
 12. All trains will stop before crossing drawbridge over Snake River at Riparia.
 13. Second-class and extra trains will not register at Zillah.

DIVISION SPEED RESTRICTIONS

14. Passenger, mail or express trains, will not exceed a speed of 60 miles per hour and other trains, including light engines and engines with caboose, will not exceed a speed of 35 miles per hour.
Passenger, mail or express trains will not exceed a speed of 40 miles per hour around 5 and 6 degree curves, 35 miles per hour around 7 and 8 degree curves, and 30 miles per hour around 9 and 10 degree curves; and other trains will not exceed 30 miles per hour around 5 and 6 degree curves, 25 miles per hour around 7 and 8 degree curves, and 20 miles per hour around 9 and 10 degree curves. Figures on stakes at beginning of curves indicate degree of curvature.

In any class of service, engines of Consolidation and Mikado class will not exceed speed of 35 miles per hour, except Mikado class engines with drivers 63 inches or over handling passenger trains will not exceed speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed a speed of 15 miles per hour and of 3600 series 20 miles per hour.

The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe. Trains will be handled with care and under control, when sand is blowing, when weather is foggy or stormy and at points where there is liability of track being obstructed.

Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.

SUB-DIVISION SPEED RESTRICTIONS AND TRAIN INSPECTION STATIONS

15. TENTH SUB-DIVISION.	Passenger	Freight
A. Between Ayer Junction and Grange City Junction-----	40 miles	30 miles
16. RIPARIA-PENDLETON SUB-DIVISION.	Passenger	Freight
A. Between Riparia and Pendleton-----	40 miles	30 miles
On descending grades, between Starbuck and Alto-----	30 miles	12 miles
On descending grades, between Mile Posts 32½ and 22-----	30 miles	15 miles
Over Snake River Bridge at Riparia-----	5 miles	5 miles
Over street crossings at grade in Walla Walla, Athena and Pendleton-----	6 miles	6 miles
Over street crossings at grade in Milton-----	15 miles	15 miles
B. In addition to making inspection of trains as often as possible, as per Rule 824, eastbound freight and mixed trains will stop 5 minutes at Bade and Relief to permit wheels to cool, during which time train men will inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.		
17. BRANCHES.	Passenger	Freight
Yakima-Wallula-----	40 miles	30 miles
Over street crossings at grade in Kennewick-----	8 miles	8 miles
Over Yakima River Bridges at Benton City and Parker-----	10 miles	10 miles
Over street crossings at grade in Zillah and Yakima-----	10 miles	10 miles
Pomeroy-Dayton-----	25 miles	20 miles
Over street crossings at grade in Dayton-----	6 miles	6 miles

AIR BRAKES

18. Trainmen will be particular to know that air is cut in on all cars picked up, and before descending heavy grades must know that all good order air brakes are cut into the train line. Trainmen must know that hand brakes are operative on freight cars which have air brake cut-out.
19. All pressure retaining valves will be used on all freight trains descending grades Mile Post 22 to Mile Post 32½, Riparia-Pendleton Sub-Division; Alto to Starbuck and Alto to Menoken; Turner to Whetstone and Mile Post 20½ to Dayton; on passenger trains descending grades Mile Post 22 to Bade and Alto to Relief.
20. The braking power on engines helping or pushing trains will be cut into the train line and particular attention will be given to cutting in of driver brakes. When helper is used ahead of regular engine, the regular engineer will set air on train, to be released by helper engineer, and vice versa when this helper cuts off.
21. On eastward freight trains immediately before leaving Alto, Rule 1017 Book of Rules and Instructions Governing Air Brakes, must be observed, and ten-pound reduction made by engineman to apply brakes.
22. Air must not be applied while crossing Snake River Bridge at Riparia.

RAILWAY CROSSINGS

See General Rule 98:

The following is the law in Washington:

Trains Shall Stop at Railroad Crossings.—All railroads and street

railroads, operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade,

excepting at crossings where there are established signal towers and signal men, interlocking plants or gates.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

THIRD DIVISION

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions; (A deduction of ten (10) per cent may be made for time freight trains.) Between stations for which no rating is shown maximum will apply.

CLASSIFICATION	ENGINE NUMBERS	GRANGE CITY JUNCTION AND UMATILLA				RIPARIA AND PENDLETON										WALLA WALLA and WALLULA		TURNER AND BOLLES				POMEROY and STARBUCK		WALLULA and YAKIMA			
		WESTWARD		EASTWARD		WESTWARD					EASTWARD					Westward	Eastward	WESTWARD		EASTWARD		Westward	Eastward	Westward	Eastward		
		Grange City Jct. to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Grange City Jct.	Riparia to Starbuck	Starbuck to Alto	Alto to Bolles	Bolles to Walla Walla	Walla Walla to Milton	Milton to Weston	Weston to Pendleton	Pendleton to Walla Walla	Walla Walla to Bolles	Bolles to Alto			Alto to Riparia	Turner to Dayton	Dayton to Bolles	Bolles to Dayton					Dayton to Turner	
T. 55	18 71 24	1701 to 1708	1210	935	935	1275	620	165	440	470	560	255	935	445	365	315	935	935	470	600	1275	365	340	1275	470	850	935
M. 57	18 91 24	4200 to 4208	1360	1050	1050	1430	695	185	485	520	630	285	1050	495	410	350	1050	1050	520	670	1430	410	380	1430	520	950	1050
T. 63	19 92 24	1709 to 1714	1330	1025	1025	1400	680	180	475	510	615	280	1025	485	400	340	1025	1025	510	655	1400	400	370	1400	510	930	1025
T. 63	20 113 24	1715 to 1726	1490	1150	1150	1570	760	200	555	625	690	315	1150	610	520	400	1150	1150	625	735	1570	520	460	1570	625	1050	1150
C. 51	20 117 24	700 to 704	1750	1345	1345	1835	890	240	650	725	810	370	1345	710	615	465	1345	1345	725	860	1835	615	540	1835	725	1220	1345
T. 57	20 119 26	1733 to 1736	1850	1430	1430	1950	950	270	690	775	860	400	1430	755	650	495	1430	1430	775	915	1950	650	570	1950	775	1300	1430
T. 64	15 26 145 26	1727 to 1732	1970	1520	1520	2070	1000	280	735	820	910	425	1520	800	690	525	1520	1520	820	975	2070	690	610	2070	820	1380	1520
C. 50	20 137 26	705 to 706	2140	1650	1650	2250	1080	290	795	895	990	440	1650	895	745	555	1650	1650	895	1055	2250	745	645	2250	895	1500	1650
C. 55	19 149 30	707 to 709	2200	1700	1700	2320	1130	300	820	925	1020	465	1700	925	770	585	1700	1700	925	1090	2320	770	680	2320	925	1545	1700
T. 69	22 159 28	1742 to 1754	2150	1660	1660	2265	1090	290	800	900	995	450	1660	900	750	560	1660	1660	900	1060	2265	750	650	2265	900	1510	1660
T. 63	22 160 28	1755 to 1760	2370	1830	1830	2500	1210	340	885	995	1100	510	1830	1000	830	630	1830	1830	995	1180	2500	830	730	2500	995	1660	1830
C. 57	20 167 30	710, 715 & 724	2330	1800	1800	2460	1200	325	875	975	1080	500	1800	985	820	625	1800	1800	975	1150	2460	820	720	2460	975	1635	1800
C. 57	20 169 30	720, 721 & 723	2590	2000	2000	2730	1325	370	970	1080	1200	550	2000	1090	910	695	2000	2000	1080	1280	2730	910	800	2730	1080	1820	2000
C. 57	15 26 167 30	711 to 718	2435	1880	1880	2560	1250	350	920	1010	1130	520	1880	1030	855	650	1880	1880	1010	1200	2560	855	750	2560	1010	1710	1880
C. 57	22 179 30	725 to 729	2850	2200	2200	3000	1475	425	1100	1210	1350	630	2200	1215	1040	785	2200	2200	1210	1425	3000	1040	900	3000	1210	2000	2200
MK. 57	23 205 30	2100 to 2165	3175	2450	2450	3350	1620	435	1180	1360	1470	680	2450	1350	1110	850	2450	2450	1360	1570	3350	1110	980	3350	1360	2230	2450

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty car or loaded car weighing less than 40,000 lbs. (including light weight of car.)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car.)
Umatilla to Grange City Jct.	6000	3000
Grange City Jct. to Umatilla	6000	3000
Riparia to Pendleton	3000	.....
Pendleton to Riparia	3000	.....
Wallula to Yakima	6000	3000
Yakima to Wallula	6000	3000
Walla Walla to Wallula	6000	3000
Wallula to Walla Walla	3000	.....
Turner to Bolles	3000	.....
Bolles to Turner	3000	.....
Pomeroy to Starbuck	.....	.....
Starbuck to Pomeroy	3000	.....

CLASS

- "E"—Eight Wheel
- "A"—Atlantic
- "P"—Pacific
- "T"—Ten Wheel
- "M"—Mogul
- "C"—Consolidation
- "TW"—Twelve Wheel
- "S"—Switch.
- "MK"—Mikado.
- "TTT"—Two-Ten-Two.
- "MC"—Mallet Compound.

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C. 57 22 187
30

LIST OF SURGEONS
DONALD H. JESSOP, Chief Surgeon, Portland, Ore.

NAME	TITLE	PLACE	DISTRICT
M. K. HALL C. M. PEARCE	Assistant Surgeon Chief Oculist, Ear, Nose and Throat	Portland, Corbett Bldg. Portland, Selling Bldg.	O-W. R. & N. System O-W. R. & N. System
HENRY C. VIERECK	Eye, Ear, Nose and Throat	Portland, Selling Bldg.	O-W. R. & N. System
E. E. SHAW	Consulting Surgeon	Walla Walla	Walla Walla
W. A. PRATT	District Surgeon	Walla Walla	Umatilla to Riparia
E. J. RHOADES	District Surgeon	Walla Walla	Pendleton to Walla Walla
R. W. LOGAN	District Surgeon	Umatilla	Umatilla
W. W. DAY	District Surgeon	Dayton	Walla Walla to Dayton
C. K. OSBORNE	District Surgeon	Starbuck	Walla Walla to Pomeroy
L. G. SPAULDING	District Surgeon	Starbuck	Ayer Jct. to Riparia
MARVIN MUNSELL	District Surgeon	Kennewick	Kennewick
A. J. HELTON	District Surgeon	Grandview	Grandview
	District Surgeon	Yakima	Yakima

When employes, passengers or others are injured, call the nearest Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of Railroad Surgeon.

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

**PASSENGERS STOPS ("S" AND "F") AND TRACKS
NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE**

TENTH SUB-DIVISION		YAKIMA BRANCH	
Cold Springs	M. P. 194.0	Purdy	M. P. 2.0
Sheffler	" 242.0	Kalan	" 8.1
Walker	" 244.0	McDougal	" 32.9
Mathew	" 253.4	Schultz	" 52.7
Magallon	" 259.0	Capp	" 54.8
		Forsell	" 59.9
		Waneta	" 61.8
		Morris	" 66.5
		Baird	" 69.0
		Dalton	" 75.9
		Pana	" 77.5
		Flint	" 83.5
		Dunbro	" 85.2
		Mellis	" 88.3
RIPARIA-PENDLETON SUB-DIVISION		POMEROY BRANCH	
Langdon	M. P. 44.5	Dodge	M. P. 16.2
McKay	" 78.0		
Powers	" 96.0		
WALLULA BRANCH			
Artesia	M. P. 29.1		
Robinson	" 28.4		
Reavis	" 21.5		
DAYTON BRANCH			
Taggard	M. P. 4.7		
Dumas	" 8.2		

LOCATION STANDARD CLOCKS

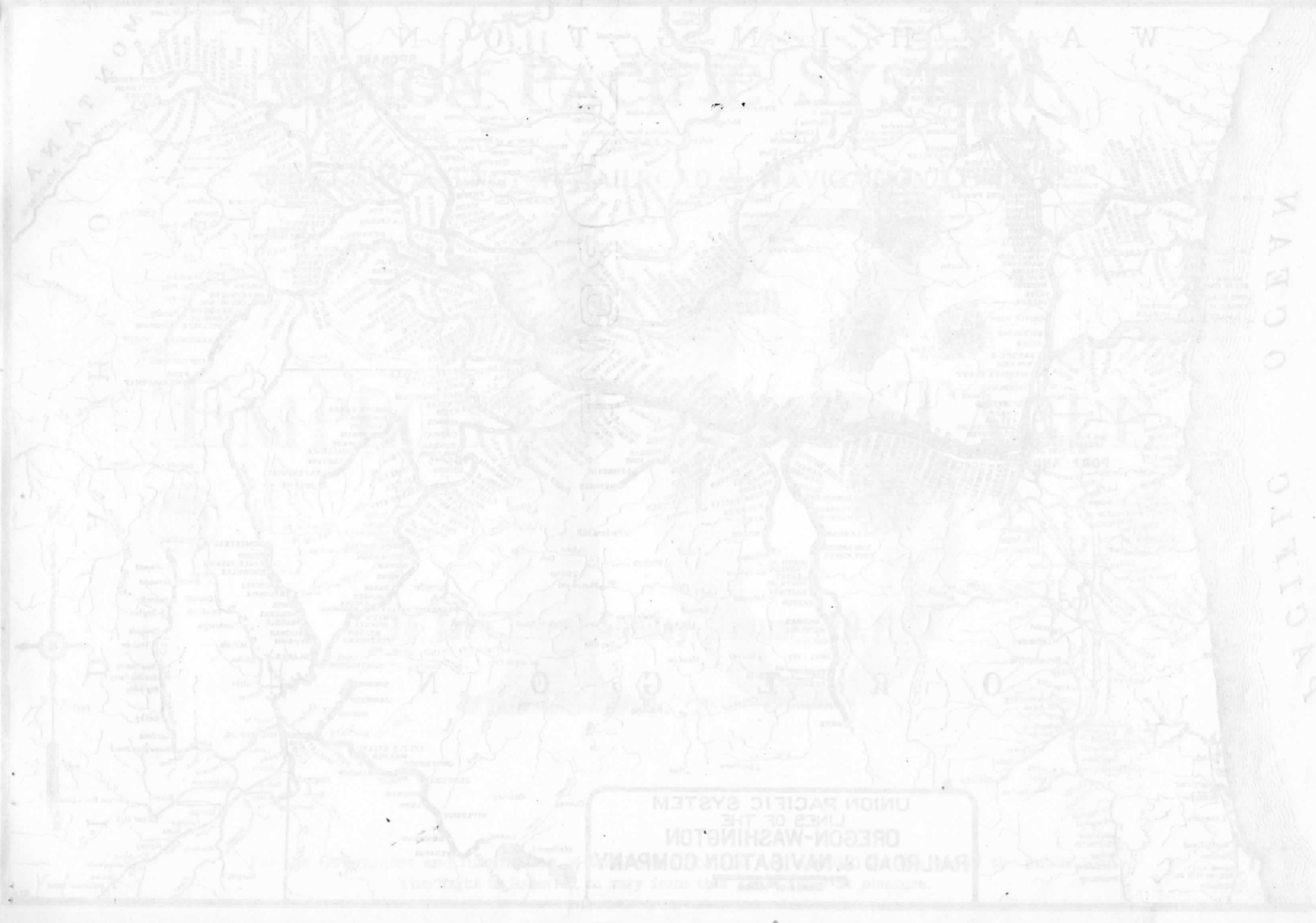
Walla Walla	-----	Dispatcher's Office
Pendleton	-----	Telegraph Office
Starbuck	-----	Telegraph Office
Umatilla	-----	Telegraph Office
Yakima	-----	Telegraph Office

GENERAL TIME INSPECTORS

Webb C. Ball, General Time Inspector, San Francisco

LOCATION TIME SERVICE INSPECTORS

A. L. Shaefer	-----	Pendleton
Martin Jewelry Co.	-----	Walla Walla
Geo. F. Cohrs	-----	Spokane
Noble Jewelry Co.	-----	Yakima
E. L. Gard	-----	Dayton
C. F. Wenderoth	-----	Starbuck
Geo. A. Butt	-----	Kennewick

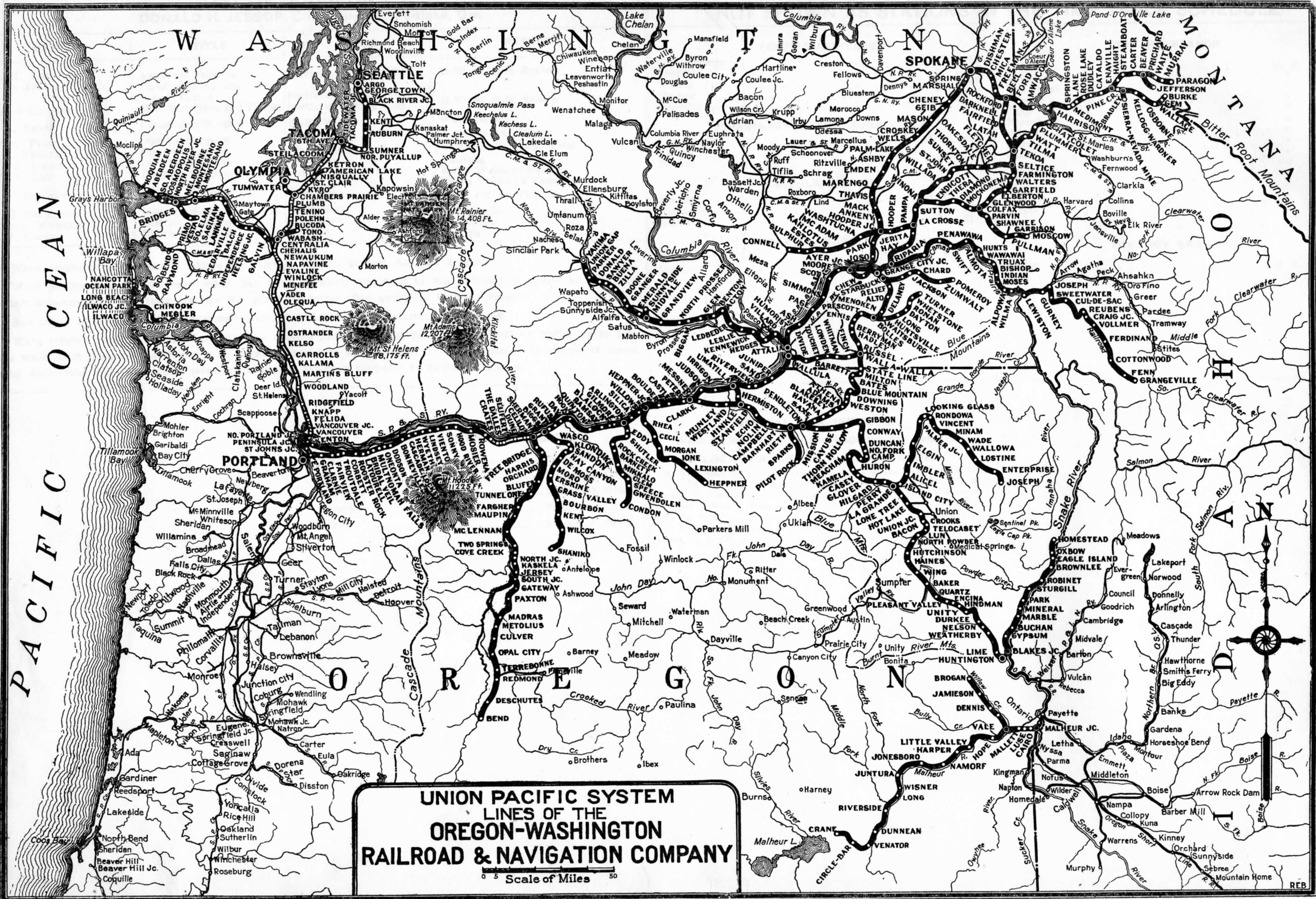


RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE
UNION PACIFIC SYSTEM

PACIFIC OCEAN

WASHINGTON OREGON CALIFORNIA

PORTLAND ASTORIA SEASIDE ASTORIA



**UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY**

Scale of Miles
0 5 10 20 30 40 50